

# San Dieguito



Del Dios Highway



La Granada



Elfin Forest Road

## Overview

The primary planning challenge for San Dieguito was resolving high levels of traffic congestion forecast for most of the planning area while preserving the area's unique historic character. Although the proposed network preserves community character, it does not resolve forecast traffic congestion within the planning area. Widening key east-west routes (Del Dios Highway, San Dieguito Road) met with numerous impediments including topography, environmental constraints, historic district restrictions, existing development and community opposition. Adding new roads also faced the same impediments and, in many cases, failed to relieve traffic congestion.

The proposed CE network solution for San Dieguito relies on the following measures:

- Utilize two-lane community collectors with landscaped medians on existing east-west connectors to provide the maximum level of capacity while enhancing community character.
- Select road standards that most closely match existing conditions within the Rancho Santa Fe covenant.
- Identify existing major roads within 4S Ranch on the CE network

Region-wide improvements to Interstate 15, State Route 78 and State Route 56 will reduce regional traffic within the San Dieguito community. In addition, staff recommends that existing rights of way be retained on Del Dios Highway (currently dedicated to the County from 80' to 200'), to ensure a maximum level of flexibility for future turn lanes, roundabouts and other features that improve traffic flow without widening roads.

## Planning Group Preferences

The Planning Group recognizes the need to accommodate some portion of the forecast traffic volumes, but prefers to protect community character by downgrading key roadways used for through traffic, and to implement operational improvements such as roundabouts, landscaped medians and turn lanes to improve traffic flow. They requested that other roadways remain as close to their currently built configuration as possible to avoid destruction of mature landscaping and other community defining characteristics.

**Key Issues***Unresolved Traffic Congestion*

- Del Dios Highway – Forecast traffic volumes tested as LOS F for both a two-lane and four-lane configuration. At four lanes, traffic volumes increased and drew additional trips into the planning area. Additionally, improving this road to four-lanes would incur costs associated with topographic and environmental constraints, impacts to the historic covenant area and community opposition.
- Via de la Valle – Forecast traffic volumes showed an acceptable level of service when tested as a four-lane road, but this upgrade must work in conjunction with improvements to San Dieguito Road and with an El Apajo Road connection to create a cohesive network.
- San Dieguito Road – Forecast volumes indicate that the portion of this road located east of El Apajo Road will operate at LOS E. Widening this segment to four-lanes would incur community and jurisdictional opposition.
- Covenant Roads – Roads in Rancho Santa Fe’s covenant area were originally designed as rural winding roads. Reduced rights-of-way and established development limit potential improvements to these roadways without adversely impacting the community and its historic significance.
- Alternate Alignments – Staff tested several alternate alignments to create a road network that alleviates some traffic impacts to Del Dios Highway and other roads within the planning area. Many of the alternatives tested attracted additional trips, which further exacerbated traffic congestion.

*Environmental Constraints*

The Planning Area has a diverse topography and includes a number of environmentally sensitive areas that contain steep slopes, creeks and rivers, and proposed MSCP mitigation areas. Because of this new road connections and widening existing roads can be costly and impact not only existing development but land forms such as granite rock outcroppings, existing mature tree colonies and creek and riverbeds.

*Ongoing Large-Scale Projects*

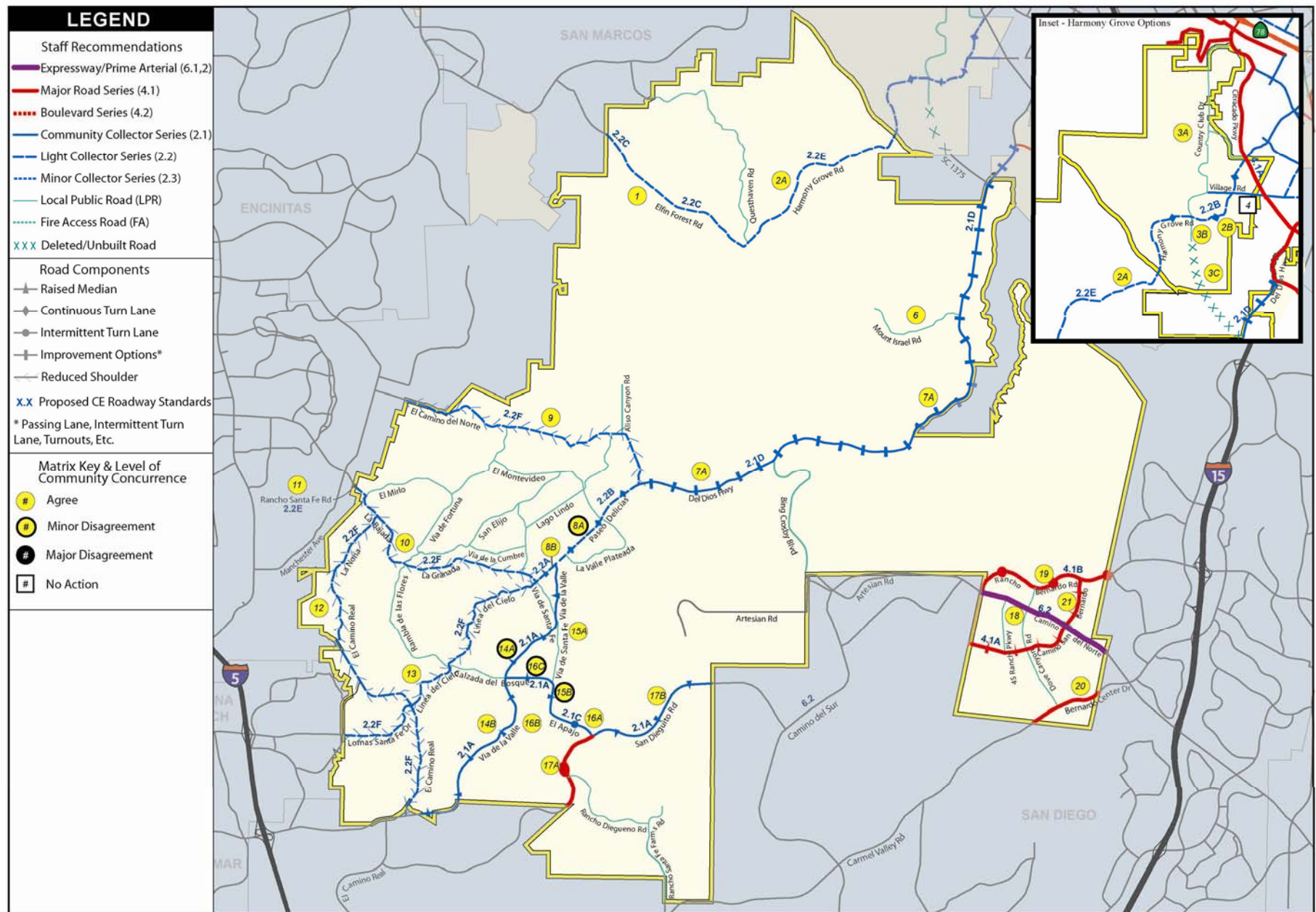
Staff worked closely with both the community and the developer for the Harmony Grove Village plan, and will continue to do so. Initial test show that the road network for the village will operate adequately as proposed, including downgrading existing roads and adding a new connection to the east.

*Community Character*

The Planning Area is primarily made up of several planned communities consisting of large lot developments, many of which are gated, which limits the potential for new road connections. The planning area includes two historic communities, Rancho Santa Fe and Fairbanks Ranch, which were established in the early 1900’s. The covenant area of Rancho Santa Fe was designated as a State cultural landscape and historic landmark.

**Board Alternative Map Network**

A separate CE road network is not recommended for the San Dieguito community.



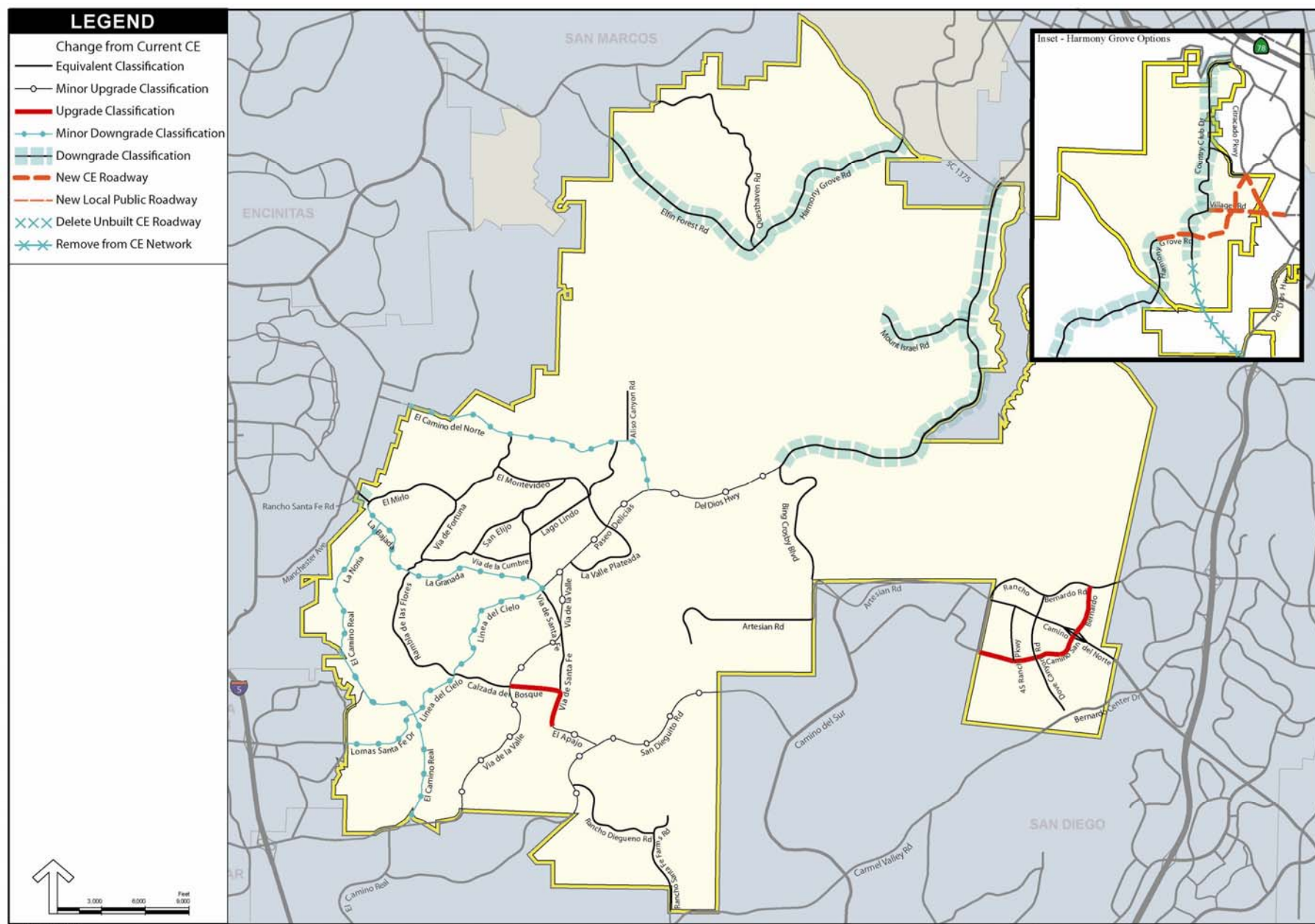
July 18, 2006

Figure SDG-1: Proposed CE Road Network



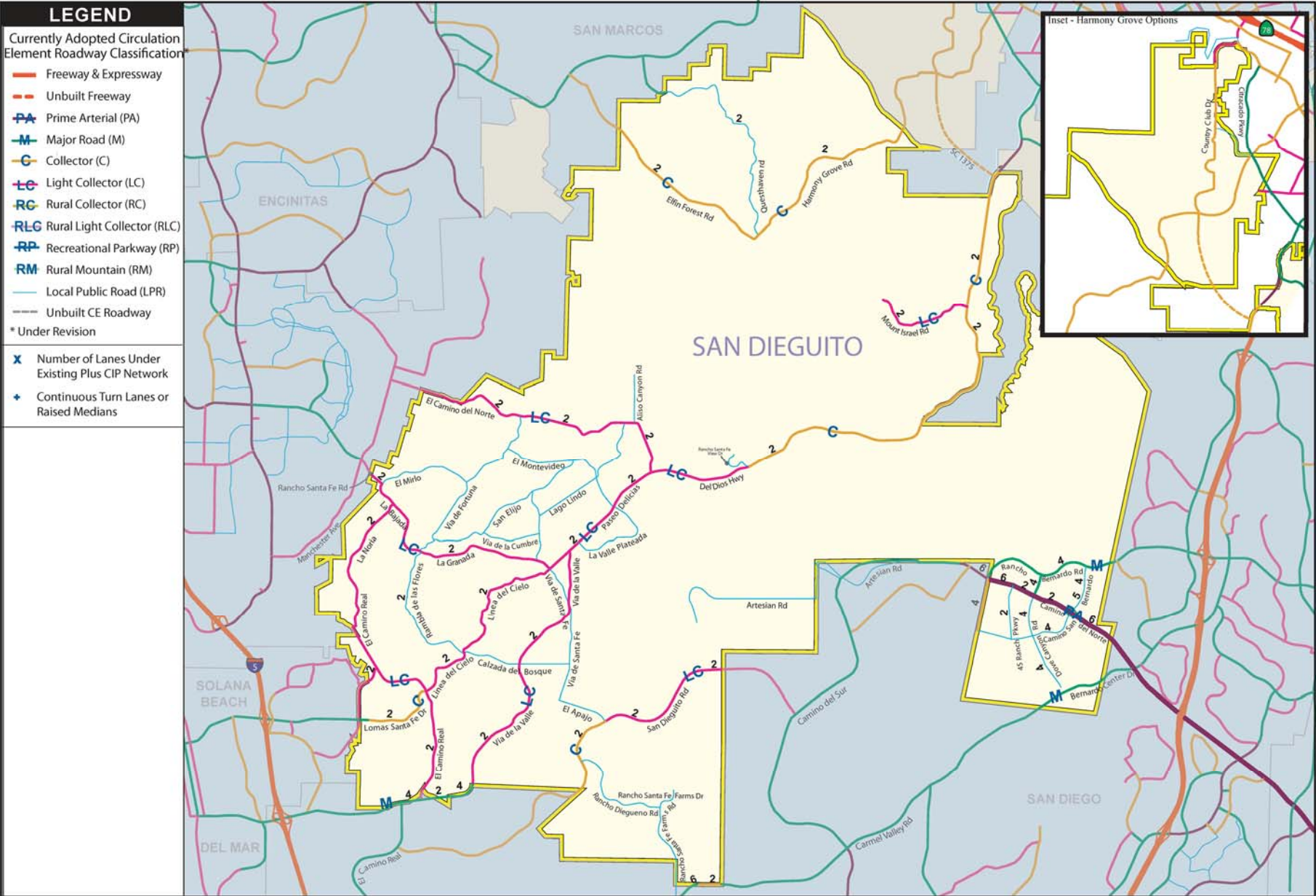


**Figure SDG-2: Level of Service and Average Daily Traffic Volumes - Proposed CE Road Network**



**Figure SDG-3: Changes to Current CE Network**





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Figure SDG-4: Existing Plus CIP Network

CE Road Segment	Network Recommendations	Basis for Staff Recommendation
<b>Elfin Forest / Harmony Grove Area</b>		
<b>1A Elfin Forest Road (SC 1380)</b> <u>Segment:</u> Questhaven Road to Aguilera Lane <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Collector Road (4 lanes)	<b>Downgrade Classification</b> 2.2C Light Collector with Intermittent Turn Lane (2+ lanes)	<ul style="list-style-type: none"> <li>• <i>Road Capacity</i> – A 2 lane road classification will operate at LOS A-D</li> <li>• <i>Minimize Environmental Impacts</i> – A 4-lane road impacts steep slopes and biologically sensitive lands.</li> <li>• <i>Community Character</i>– A 2-lane road is consistent with the local rural character and limited development potential.</li> </ul>
<b>2A Harmony Grove Road (SC 1370)</b> <u>Segment:</u> Questhaven to Country Club Drive <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Collector Road (4 lanes)	<b>Downgrade Classification</b> 2.2E Light Collector (2 lanes) <i>NOTE: All road classifications that are part of the Harmony Grove Project are subject to ongoing review</i>	<ul style="list-style-type: none"> <li>• <i>Road Capacity</i> – A 2-lane road classification will operate at LOS A-D</li> <li>• <i>Minimize Environmental Impacts</i> – A 4-lane road impacts steep slopes and biologically sensitive lands</li> <li>• <i>Land Use Goals / Community Consensus</i> – Classification is consistent with rural character and limited development potential</li> </ul>
<b>2B Harmony Grove Road (SC 1370)</b> <u>Segment:</u> Country Club Drive to Planning Area boundary <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Collector Road (4 lanes)	<b>Downgrade Classification</b> 2.2B Light Collector with Continuous Turn Lane (2+ lanes) <i>Road classification subject to ongoing review (Harmony Grove)</i>	<i>See 2A</i>

CE Road Segment	Network Recommendations	Basis for Staff Recommendation
<b>3A Country Club Drive (SC 1375)</b> <u>Segment:</u> North of Harmony Grove Road <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Collector Road (4 lanes)	<b>Remove from CE Network</b> Retain as Local Public Road  <i>Board Alternative Map</i> <b>Downgrade Classification</b> 2.3C Minor Collector (2 lanes) <i>Road classification subject to ongoing review (Harmony Grove)</i>	<ul style="list-style-type: none"> <li>• <i>Road Capacity</i> – Initial test results show a 2-lane road classification will operate sufficiently</li> <li>• <i>Community Preference</i> – Community supports removal of this road from the CE</li> <li>• <i>Support Land Use Goals</i> – Supports low density residential</li> </ul>
<b>3B Country Club Drive (SC 1375)</b> <u>Segment:</u> South of Harmony Grove Road <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Collector Road (4 lanes)	<b>Remove from CE Network</b> Retain as Local Public Road <i>Road classification subject to ongoing review (Harmony Grove)</i>	<ul style="list-style-type: none"> <li>• <i>Road Capacity</i> – Initial test results show a 2-lane road classification will operate sufficiently</li> <li>• <i>Minimize Environmental Impacts</i> – Existing classification would impact biologically sensitive conservation lands</li> <li>• <i>Support Land Use Goals</i> – Supports low density residential</li> </ul>
<b>3C SC 1375</b> <u>Segment:</u> Unbuilt Segment intended to connect to Del Dios Highway <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Collector Road (4 lanes)	<b>Remove from CE Network</b>	<ul style="list-style-type: none"> <li>• <i>Road capacity</i> – Maintaining the connection would exacerbate traffic congestion on Del Dios Highway.</li> <li>• <i>Environmental Impacts</i> – Unbuilt portion would traverse MSCP preserve land</li> </ul>



CE Road Segment	Network Recommendations	Basis for Staff Recommendation
<b>4 Village Road</b> <u>Segment:</u> Country Club Road to Citricado Parkway <u>Existing Condition:</u> Unbuilt <u>Current Classification:</u> N/A	<b>New CE Road (Tentative Option)</b> 2.1C Community Collector with Intermittent Turn Lanes (2+ lanes) <i>Road classification subject to ongoing review (Harmony Grove)</i>  CPG Preference: <b>Defer Vote</b> Subject to ongoing review, Harmony Grove Village project	<ul style="list-style-type: none"> <li>• <i>Road Capacity</i> – A 2+ lane road is sufficient to meet forecast traffic on most portions of this road</li> <li>• <i>Connectivity</i> – Can improve capacity in more congested locations by connecting directly to Citracado Parkway in Escondido</li> </ul>
<b>5 Citracado Parkway</b> <u>Segment:</u> Within Planning Area boundary <u>Existing Condition:</u> Unbuilt <u>Current Classification:</u> N/A	<b>New CE Road Connection</b> 4.1A Major Road with Raised Median (4+ lanes) <i>Proposed connection is consistent with Planning City of Escondido Improvements</i>	<ul style="list-style-type: none"> <li>• <i>Road Capacity</i> – A 4+ lane road is sufficient to meet forecast traffic volumes</li> <li>• <i>Connectivity</i> – Will improve connectivity to regional thoroughfares</li> </ul>
<b>Rancho Santa Fe Area</b>		
<b>6 Mt. Israel Road</b> <u>Segment:</u> Entire Road <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Light Collector (2 lanes)	<b>Delete from CE Network</b> Local Public Road	<ul style="list-style-type: none"> <li>• <i>Road Capacity</i> – A 2-lane local public road is sufficient to support planned land use</li> </ul>

CE Road Segment	Network Recommendations	Basis for Staff Recommendation
<p><b>7A Del Dios Hwy (SF727)</b></p> <p><u>Segment:</u> North-eastern planning area boundary to Bing Crosby Boulevard</p> <p><u>Existing Condition:</u> 2 lanes with intermittent turn lanes</p> <p><u>Current Classification:</u> Collector Road (4 lanes)</p>	<p><b>Downgrade Classification</b></p> <p>2.1D Community Collector with Improvement Options (2+ lanes)</p> <p><i>Improvement: Raised Median</i></p> <p>CPG Preference: <b>2.1 Community Collector, no option chosen</b></p>	<ul style="list-style-type: none"> <li>• <i>Road Capacity</i> – A 4-lane road increases traffic between 5,000 and 8,000 ADT and draws additional traffic into the community.</li> <li>• <i>Minimize Costs/Environmental Impacts</i> – A 4-lane road impacts granite rock outcroppings and biologically sensitive lands</li> </ul> <p><b>Note: Proposed road classification will operate at LOS F.</b></p>
<p><b>7B Del Dios Hwy (SC1524)</b></p> <p><u>Segment:</u> Bing Crosby Boulevard to Paseo Delicias</p> <p><u>Existing Condition:</u> 2 lanes</p> <p><u>Current Classification:</u> Light Collector (2 lanes)</p>	<p><b>Minor Upgrade</b></p> <p>2.1D Community Collector with Improvement Options (2+ lanes)</p> <p><i>Improvement: Raised Median</i></p> <p>CPG Preference: <b>2.1 Community Collector, no option chosen</b></p>	<ul style="list-style-type: none"> <li>• <i>Road Capacity</i> – Proposed classification provides maximum capacity for a 2-lane road.</li> </ul> <p><b>Note: Proposed road classification will operate at LOS F.</b></p>
<p><b>8A Paseo Delicias</b></p> <p><u>Segment:</u> El Camino del Norte to Via de la Valle</p> <p><u>Existing Condition:</u> 2 lanes with intermittent turn lanes to Via de la Valle</p> <p><u>Current Classification:</u> Light Collector (2 lanes)</p>	<p><b>Minor Upgrade</b></p> <p>2.2C Light Collector with Continuous Turn Lane (2+ lanes)</p> <p>CPG Preference: <b>2.1 Community Collector, no option chosen</b></p>	<ul style="list-style-type: none"> <li>• <i>Support Land Use Goals</i> – Supports existing village development and provides for road improvement options, including planned roundabouts at several intersections.</li> </ul> <p><b>Note: Proposed road classification will operate at LOS F.</b></p>

CE Road Segment	Network Recommendations	Basis for Staff Recommendation
<b>8B Paseo Delicias</b> <u>Segment:</u> Via de la Valle to Linea del Cielo <u>Existing Condition:</u> 2 lanes, portion with median to La Granada <u>Current Classification:</u> Light Collector (2 lanes)	<b>Minor Upgrade</b> 2.2A Light Collector with Raised Median (2+ lanes)	<ul style="list-style-type: none"> <li><i>Support Land Use Goals</i> – Supports existing village development and provides for road improvement options, including a planned raised median in this area.</li> </ul> <b>Note: Proposed road classification will operate at LOS E and F.</b>
<b>9 El Camino del Norte</b> <u>Segment:</u> Del Dios Highway to the Community Boundary <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Light Collector (2 lanes)	<b>Minor Downgrade</b> 2.2F Light Collector with Reduced Shoulder (2 lanes)	<ul style="list-style-type: none"> <li><i>Support Land Use Goals</i> - A 2-lane road classification is consistent with the State historic landmark status.</li> </ul> <b>Note: Proposed road classification will operate at LOS D and E.</b>
<b>10 La Bajada / La Granada</b> <u>Segment:</u> Rancho Santa Fe Road to Linea del Cielo/Paseo Delicias <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Light Collector (2 lanes)	<b>Minor Downgrade</b> 2.2F Light Collector with Reduced Shoulder (2 lanes)	<ul style="list-style-type: none"> <li><i>Support Land Use Goals</i> - A 2-lane road classification is consistent with the State historic landmark status.</li> </ul> <b>Note: Proposed road classification will operate at LOS D and F.</b>
<b>11 Rancho Santa Fe Road</b> <u>Segment:</u> Community Boundary to La Bajada <u>Existing Condition:</u> 2 lanes w/ bridge <u>Current Classification:</u> Light Collector (2 lanes)	<b>Equivalent Classification</b> 2.2E Light Collector (2 lanes)	<ul style="list-style-type: none"> <li><i>Minimize Environmental Impacts</i> – Expansion of the existing bridge could be cost prohibitive.</li> </ul> <b>Note: Proposed road classification will operate at LOS F.</b>

CE Road Segment	Network Recommendations	Basis for Staff Recommendation
<b>12 La Noria/ El Camino Real</b> <u>Segment:</u> La Noria to Community Boundary <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Light Collector (2 lanes)	<b>Minor Downgrade</b> 2.2F Light Collector with Reduced Shoulder (2 lanes)	<ul style="list-style-type: none"> <li><i>Road Capacity</i> – A 2-lane road classification will operate at LOS A-D.</li> <li><i>Support Land Use Goals</i> - A 2-lane road classification is consistent with the State historic landmark status.</li> </ul>
<b>13 Linea del Cielo (SC 1524/ S-8)</b> <u>Segment:</u> Entire Road <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> : Light Collector (2 lanes)	<b>Minor Downgrade</b> 2.2F Light Collector with Reduced Shoulder (2 lanes)	<ul style="list-style-type: none"> <li><i>Support Land Use Goals</i> - A 2-lane road classification is consistent with the State historic landmark status.</li> </ul> <p><b>Note: Portion of the road will operate at LOS E.</b></p>
<b>14A Via de la Valle (SC 1525/ S-6)</b> <u>Segment:</u> Paseo Delicias to Calzada del Bosque <u>Existing Condition:</u> 2 lanes with intermittent turn lanes <u>Current Classification:</u> Light Collector (2 lanes)	<b>Minor Upgrade</b> 2.1A Community Collector with Raised Median (2+ lanes)  CPG Preference: <b>2.1E Community Collector (2 lanes)</b>	<ul style="list-style-type: none"> <li><i>Support Land Use Goals / Minimize Environmental Impacts</i> – A 2+ lane road classification is consistent with the State historic landmark status.</li> </ul> <p><b>Note: Portion of the road will operate at LOS E and F.</b></p>
<b>14B Via de la Valle (SC 1525/ S-6)</b> <u>Segment:</u> Calzada del Bosque to Community Boundary <u>Existing Condition:</u> 2 lanes with intermittent turn lanes <u>Current Classification:</u> Light Collector (2 lanes)	<b>Minor Upgrade</b> 2.1D Community Collector with Improvement Options (2+ lanes) <i>Improvement: Raised Median</i>  CPG Preference: <b>2.1A Community Collector with Raised Median (2+ lanes)</b>	<ul style="list-style-type: none"> <li><i>Maximize Traffic Movement</i> – Improving this segment will create a more balanced link with San Dieguito Road</li> <li><i>Minimize Environmental Impacts</i> – This segment is primarily located outside the historic district.</li> </ul>



CE Road Segment	Network Recommendations	Basis for Staff Recommendation
<b>15A Via de Santa Fe</b> <u>Segment:</u> Via de la Valle to Calzada del Bosque <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Local Public Road	<b>Equivalent Classification</b> Local Public Road	<ul style="list-style-type: none"> <li><i>Road Capacity</i> – Portions of the road will operate at LOS D, E and F. Planned roundabouts may improve intersection LOS near Paseo Delicias.</li> <li><i>Support Land Use Goals</i> – A 2-lane road is consistent with the State historic landmark status and existing residential development.</li> </ul>
<b>15B Via de Santa Fe</b> <u>Segment:</u> Calzada del Bosque to El Apajo Road <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Local Public Road	<b>Upgrade Classification</b> 2.1A Community Collector with Raised Median (2+ lanes)  CPG Preference: <b>Retain non-CE classification</b>	<ul style="list-style-type: none"> <li><i>Maximize Traffic Movement</i> – Improving this segment provides a more balanced road network and is consistent with adjacent road classifications.</li> </ul> <p><b>Note: Portion of the road will operate at LOS E.</b></p>
<b>Fairbanks Ranch Area</b>		
<b>16A El Apajo</b> <u>Segment:</u> Via de Santa Fe to San Dieguito Road <u>Existing Condition:</u> 2 lanes with continuous turn and intermittent turn lanes <u>Current Classification:</u> Local Public Road	<b>Minor Upgrade</b> 2.1C Community Collector with Continuous Turn Lanes (2+ lanes)	<ul style="list-style-type: none"> <li><i>Road Capacity</i> – A 2+-lane CE road exists today. The minor upgrade is consistent with existing conditions. Initial traffic volumes warrant a CE classification.</li> <li><i>Connectivity / Maximize Traffic Movement</i> – This road provides an important connection within the broader road network as well as access to local schools and services.</li> </ul>
<b>16B El Apajo extension</b> <u>Segment:</u> Extension to Via de la Valle <u>Existing Condition:</u> Existing public easement <u>Current Classification:</u> Local Public Road	<b>Not Recommended</b>  <i>Note: 40' easement exists, but additional easement would be needed to accommodate a CE classification.</i>	<ul style="list-style-type: none"> <li><i>Road Capacity</i> – Would provide a useful link in the CE network, and would alleviate volumes on adjacent roads.</li> <li><i>Minimize Environmental Impacts</i> – Proposed extension would cross San Dieguito River and would impact newly constructed development.</li> </ul>

CE Road Segment	Network Recommendations	Basis for Staff Recommendation
<b>16C Calzada del Bosque</b> <u>Segment:</u> Via de la Valle to Via de Santa Fe <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Local Public Road	<b>Minor Upgrade</b> 2.1A Community Collector with Raised Median (2+ lanes)	<ul style="list-style-type: none"> <li><i>Road Capacity</i> – Would provide a useful link in the CE network, and would alleviate volumes on adjacent roads.</li> </ul>
<b>17A San Dieguito Road</b> <u>Segment:</u> Western planning area boundary to El Apajo Road <u>Existing Condition:</u> 4 lanes <u>Current Classification:</u> Collector Road (4 lanes)	<b>Minor Upgrade</b> 4.1A Major Road with Raised Median (4+ lanes) <i>Note: This segment of the roadway is already built to Major Road standards</i>  CPG Preference: 4.1A Major Road with Intermittent Turn Lanes (4+ lanes)	<ul style="list-style-type: none"> <li><i>Road Capacity</i> – A 4-lane road is sufficient to meet forecast traffic volumes and reflects the existing condition of majority of this road.</li> <li><i>Connectivity</i>- San Dieguito Road provides local and regional connectivity.</li> </ul>
<b>17B San Dieguito Road</b> <u>Segment:</u> El Apajo road to eastern planning area boundary <u>Existing Condition:</u> 2-4 lanes <u>Current Classification:</u> Light Collector (2 lanes)	<b>Minor Upgrade (Light Collector Portion)</b> 2.1A Community Collector with Raised Median (2+ lanes)	<ul style="list-style-type: none"> <li><i>Road Capacity</i> – A 4-lane road is sufficient to meet forecast traffic volumes and reflects the existing condition of majority of this road.</li> <li><i>Connectivity</i>- San Dieguito Road provides local and regional connectivity.</li> </ul>
<b>4S Ranch Area</b>		
<b>18 Camino del Norte (SA 680)</b> <u>Segment:</u> Entire Segment <u>Existing Condition:</u> 4-6 lanes <u>Current Classification:</u> Major Road (4+ lanes) & Prime Arterial (6 lanes)	<b>Upgrade / Equivalent Classification</b> 6.2 Prime Arterial (6 lanes)	<ul style="list-style-type: none"> <li><i>Road Capacity</i> – A 6-lane road is required on the entire road to meet forecast traffic volumes</li> <li><i>Connectivity</i> – Camino del Norte provides local and regional connectivity</li> </ul>

CE Road Segment	Network Recommendations	Basis for Staff Recommendation
<b>19 Rancho Bernardo Road (SF 1407)</b> <u>Segment:</u> Entire Road <u>Existing Condition:</u> 4 lanes <u>Current Classification:</u> Major Road (4+ lanes)	<b>Minor Downgrade</b> 4.1B Major Road with Intermittent Turn Lanes (4 lanes)	<ul style="list-style-type: none"> <li>• <i>Road Capacity</i> – A 4-lane road is required to meet forecast traffic volumes</li> <li>• <i>Connectivity</i> – Rancho Bernardo Road provides local and regional connectivity</li> </ul>
<b>20 Bernardo Center Drive (SA 730 )</b> <u>Segment:</u> Entire Segment <u>Existing Condition:</u> 6 lanes + median <u>Current Classification:</u> Prime Arterial (6 lanes)	<b>Equivalent Classification</b> 6.2 Prime Arterial (6 lanes)	<ul style="list-style-type: none"> <li>• <i>Road Capacity</i> – A 6-lane road is required to meet forecast traffic volumes</li> <li>• <i>Connectivity</i> – Bernardo Center Drive provides local and regional connectivity</li> </ul>
<b>21 Camino San Bernardo Drive</b> <u>Segment:</u> Entire Segment <u>Existing Condition:</u> 4 lanes + raised median and intermittent turn lanes <u>Current Classification:</u> Local Public Road	<b>Upgrade Classification</b> 4.1A Major Road with Raised Median (4+ lanes)	<ul style="list-style-type: none"> <li>• <i>Road Capacity</i> – A 4+-lane road is required to meet forecast traffic volumes along some portions of the roadway</li> <li>• <i>Connectivity</i> – Provides local and regional connectivity</li> <li>• <i>Appropriate Road type</i> – this road is currently built to Major Road standards</li> </ul>